

CANADIAN GEOGRAPHICAL JOURNAL

OCTOBER
1942

VOL. XXV
NO. 4



"THE CANADIAN ARMY OVERSEAS 1941-1942"
"THE GARAFRA ROAD"
"BY LAW, THIS BOUTIQUE"

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The articles in this Journal are indexed in the *Reader's Guide to Periodical Literature* which may be found in any public library.

The British standard of spelling is adopted substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1936.

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Battle training: while a "bomb" explodes close by, a patrol of the Calgary Highlanders cautiously investigates farm buildings held by the "enemy".

Mimic warfare among the ruins: in the region of the City of London devastated by the great fire raid of December, 1940, the 48th Highlanders of Canada fight a sham battle against the city Home Guard, July, 1941.





Through the surf: Canadian infantrymen making an assault landing "somewhere in Britain"

THE CANADIAN ARMY OVERSEAS 1941-1942

by MAJOR C. P. STACEY

Illustrated with Reproductions of Paintings and Drawings by British and Canadian Artists, and Canadian Official Military Photographs. (Crown Copyright Reserved).

A GREAT grey transport is drawing into a British harbour. She passes through the gate in the boom across the entrance, and the men aboard her exchange cheers with those on the gate-vessels that guard and control it. Slowly she moves on into the basin beyond.

The men she carries are in khaki battle-dress, and their "CANADA" shoulder-titles show that they belong to the Canadian Active Army. They crowd the rails, eager to catch their first glimpses of the land to which they have come. Somebody spots one of the great scarlet double-decker omnibuses — so familiar in pictures of English scenes — and there is a chorus of recognition. A railway engine whistles, and the high thin shriek — very different from the full-throated howl of the North American locomotive — raises a laugh. And always the soldiers marvel at the

shipping all about them: scores of vessels, large and small, naval units and merchantmen, British and Allied, lying safely here or passing in or out upon their lawful occasions, apparently unaware that Hitler has — so he says — driven the ensigns of the United Nations off the seas. Then the transport's anchor rattles down, and the voyage is over. "Further reinforcements of Canadian troops have arrived safely in Britain."

This scene, or something similar, has been enacted many times since the "first flight" of the First Canadian Division arrived in the United Kingdom on 17 December, 1939. At midsummer of 1942, the record shows that nearly thirty important Canadian troop-convoys of varying size have reached Britain, in addition to many smaller parties arriving by ships not forming part of such convoys. This

great process of sea-transport has been the means of building up in the United Kingdom the most powerful fighting force that the Dominion of Canada has ever placed in the field.

*The Growth of the Overseas Army
During 1941*

In a previous article¹ the story of the first fifteen months of the Canadian Army Overseas has been told: how the First Canadian Division and its ancillary troops were concentrated in Britain under the command of Major-General (now Lieutenant-General) A. G. L. McNughton, C.B., C.M.G., D.S.O.; how this force prepared for the role which it expected to play alongside the British Expeditionary Force then in France; how it provided a detachment for the Norwegian campaign of April 1940, and how this project came to nothing; and how part of General McNughton's command reached France during the last agonies of the Third

Republic in June, only to be withdrawn because the situation was past remedy. It told also how the Canadian force, the one well-organized and well-equipped military body in Britain after the withdrawal of the British armies from France, stood ready to meet invasion; and how General McNughton was shortly appointed to command the 7th Corps under the War Office. This Corps, including both Canadian and British troops and both armoured and unarmoured formations, was a counter-attack force against the invasion which then seemed imminent but which did not come. During the summer and autumn of 1940 the Second Canadian Division was concentrated in Britain; and on Christmas Day a new Canadian Corps came into existence. The story of the Canadian Army Overseas since that time is the theme of the present article.

In February of 1941 the Prime Minister

(1) "The New Canadian Corps" (*Canadian Geographical Journal*, July, 1941).



Major-General E. W. Sansom, D.S.O., General Officer Commanding a Canadian Armoured Division which arrived in the United Kingdom during 1941.

Major-General C. B. Price, D.S.O., D.C.M., V.D., General Officer Commanding a Canadian Division which arrived in the United Kingdom during 1941.



of Canada announced the Overseas Army Programme for the year. It comprehended, he explained, the despatch to Britain of, first, the balance of the Corps Troops for the two-division Corps already there; secondly, an Army Tank Brigade; thirdly, an additional Infantry Division and its complement of Corps Troops; and, finally, a Canadian Armoured Division.

This large and ambitious programme was carried out to the letter. Through the spring, summer and autumn of 1941 the great convoys ploughed across the ocean, and week by week the Canadian force in Britain grew. All through the year additional units of Corps Troops continued to disembark: Artillery — field, medium, anti-tank, light and heavy anti-aircraft; Engineers; Army Service Corps; Medical units — the full catalogue would be too long to detail here, even if one would not be helping the enemy by doing so. At the end of June the first Canadian armoured formation to be seen in England arrived — the Army Tank Brigade which the Prime

Minister had promised. A month later the main body of the new Infantry Division landed, and through the rest of the summer additional convoys brought the units to complete it. In October a large portion of the Canadian Armoured Division arrived; and November brought the greatest accession of all, when a giant convoy, carrying more Canadian troops than any other in this war so far, came to anchor in British harbours with the Headquarters and the main body of this Division on board. Thus the year's programme was completed; and at the end of 1941 the strength of the Canadian Army in the United Kingdom was more than double what it had been at the end of 1940.

From all these troop convoys not a ship nor a man was lost by enemy action. It is true that the year's great transatlantic movement was not achieved entirely without casualties; for at the end of April a vessel, not forming part of a regular troop convoy, but on which a number of Canadian military personnel were sailing as passen-



Major-General J. H. Roberts, M.C., who early in 1942 was appointed General Officer Commanding a Canadian Division in the United Kingdom.

gers, was torpedoed some distance off the Irish coast, and 73 gallant officers and men were lost. Sad as this exception was, it serves, nevertheless, to call attention to the very remarkable achievement of those responsible for the protection of troops on the transatlantic route. To the moment of writing,² these 73 are the only Canadian soldiers lost at sea by enemy action in this war; and in the last war it may be recalled that a total of 88 members of the C.E.F. were lost in the torpedoing of two unconvoyed ships. So that when it is considered that the number of troops transported from Canada to Britain in 1914-18 and 1939-42 together must now approach 600,000, the magnitude of the task and of the triumph becomes plain. To the Royal Navy and the Royal Canadian Navy, to the Royal Air Force and the Royal Canadian Air Force, and to the men of the Merchant Navies, the credit is due; nor is it to be forgotten that of late the United States Navy has joined forces

with them, and American war-vessels, large and small, have been convoying Canadian as well as American troops across the Atlantic battleground.

The year brought not only a great increase in the Canadian force in Britain, but changes in its higher commands. In the winter of 1941-42 an illness obliged General McNaughton to relinquish, for a time, the active command of the Canadian Corps; and in his absence, first Major-General G. R. Pearkes, V.C., D.S.O., M.C., and subsequently Lieutenant-General H. D. G. Crerar, D.S.O., acted as Corps Commander. In November Major-General V. W. Odum, C.B., C.M.G., D.S.O., V.D., who had served his country as a soldier in three wars, gave up the command of a division to assume the important post of Canadian High Commissioner in Australia. To-day the four Canadian divisional commanders in Britain are General Pearkes, an officer who achieved the highest personal distinction in the last war; Major-General C. B. Price, D.S.O., D.C.M., V.D., who

(2) June, 1942

commanded an infantry brigade overseas before his promotion; Major-General E. W. Sansom, D.S.O., who, as a Colonel, was chosen to lead the Canadian force for Norway, and subsequently commanded the Third Canadian Division before being appointed to command the first armoured Division raised in Canada; and Major-General J. H. Roberts, M.C., who in 1940 commanded the one regiment of Canadian field artillery that got to France, and distinguished himself by bringing all his own guns (and some others as well) safely back to England.

The appointment of Senior Officer, Canadian Military Headquarters, London, is held by Major-General the Hon. P. J. Montague, C.M.G., D.S.O., M.C., V.D., who served with distinction in France in the last war, and in this one arrived in Britain even before the First Canadian Division, and has served there ever since.

The Armoured Army

It is obvious that a most outstanding

development of the past year in the history of the Canadian Army Overseas has been the addition to it of formidable armoured forces. The Canadian Corps as organized at the end of 1940 was primarily an "infantry" force, though a very highly dynamic and mobile one. Well provided with artillery and other supporting arms, it nevertheless possessed no armoured units of its own apart from the lightly-equipped reconnaissance regiment allotted to each division. The tank, which had so often proved itself the most powerful single ground weapon of this war, was still missing from Canada's order of battle. To remedy this deficiency was, in General McNaughton's eyes, a matter of the greatest urgency; and to-day, in consequence, the picture has wholly changed. There are already two Canadian armoured formations in Britain, and there will soon be others. A word about these formations is in order.

Army Tank Brigades are formations designed to work hand-in-hand with the infantry: to clear the way for the advance

Major-General F. F. Worthington, M.C., M.M. This portrait of a pioneer of Canadian armoured warfare was painted for the War records of the United Kingdom by Captain Henry Lamb, M.C., A.R.A. General Worthington commanded the Army Tank Brigade which was the first Canadian armoured formation to reach Britain, and was subsequently appointed to command a Canadian Armoured Division.





In the autumn of 1941 Colonel the Hon. J. L. Ralston, Minister of National Defence, who was then in England, met a Canadian troop convoy on its arrival at a British port. These are some of the arriving troops as they listened to the Minister's address.

of the men on foot, and, by liquidating the enemy's strong points, to make it possible for them to gain ground without heavy losses. With this role in view, these formations are equipped with "infantry" tanks, to which speed is somewhat less important than heavy armour. The Canadian Army Tank Brigade, which at the time of writing has already been almost a year in Britain, has been fitted out with the most modern British tanks, among them the ponderous Churchill, a weapon

whose appearance is as well calculated as its name to daunt the most confident opponent. Canadian infantrymen are already well accustomed, in the course of training, to seeing this monster preceding them in the attack, or coming to their assistance when the advance is held up.

Armoured divisions are larger formations designed for independent action. Their basic weapon is the "cruiser" tank, faster than the infantry type but rather less heavily armoured; but in addition to



General Montague, Senior Officer, Canadian Military Headquarters, London, addressing Canadian soldiers who have just arrived in a British port.

"armoured regiments" equipped with this weapon, an armoured division possesses many other offensive elements. It has fast armoured cars for distant reconnaissance; it has a powerful force of mobile artillery of various types; and, last but not least, it includes a considerable body of motorized infantry. It is thus capable of striking fast and heavy blows across great distances; and not only can it discover the enemy and destroy him, but it can seize ground and hold it, should the situation so require, until infantry divisions can come up to its support.

The armoured regiments of the Canadian Armoured Division which General Sansom commands in Britain are cavalry units of the old pre-war Militia. Some of them have traditions stretching back to the early days of Canadian history, and battle-honours won in nineteenth-century fights; while others covered themselves with glory in France in the last war as units of the famous Canadian Cavalry Brigade. In 1914-18 it was only the most fortunate mounted units that were permitted to fight on horseback; but in this war the cavalymen have found new

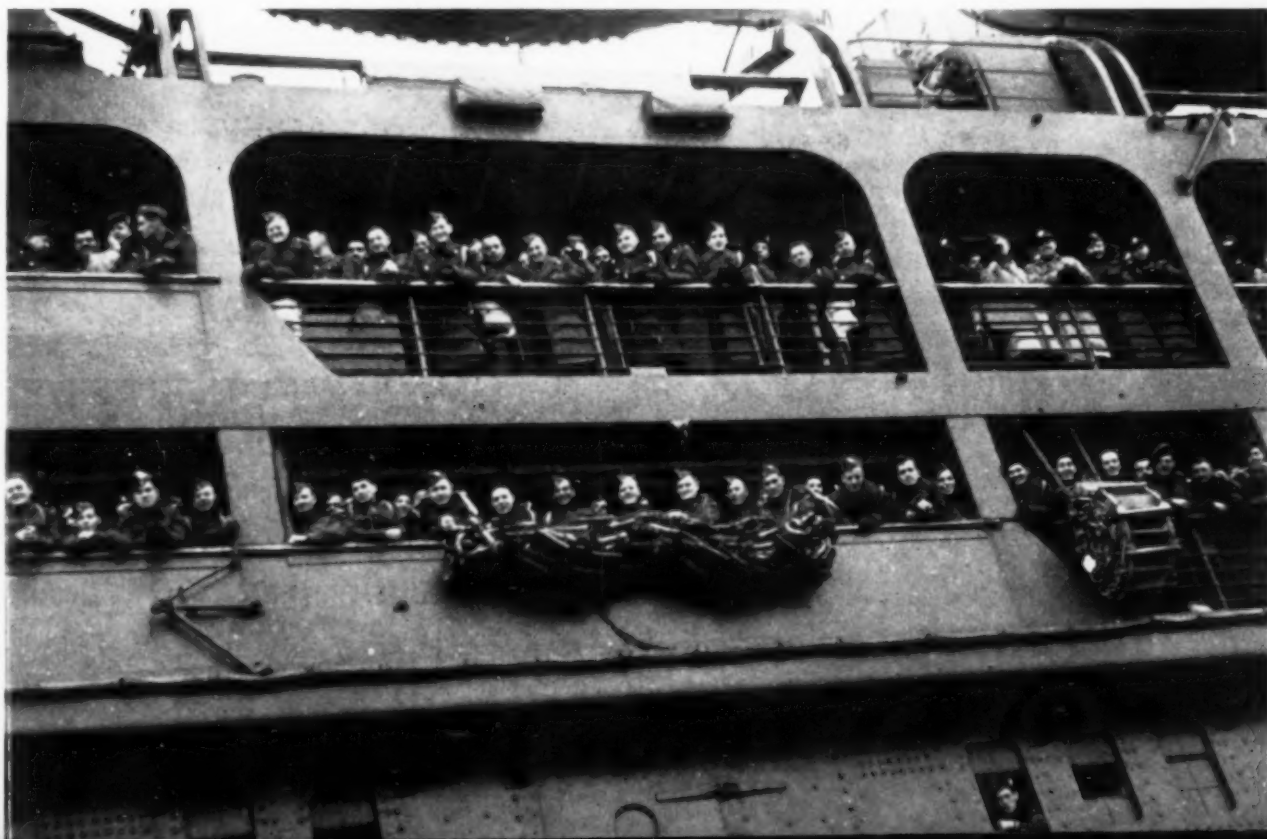
mounts — the steel steeds of the Armoured Corps — and have discovered that the tank and the armoured car offer the means of bringing into modern warfare the dashing "cavalry spirit" of an older day.

Canadian Armoured Divisions are equipped with the Montreal-made "Ram" cruiser tank. This is a distinctive Canadian design, which, like so many things in Canada, incorporates both British and American ideas. It combines with the mechanical toughness of the United States tanks (for which the Royal Armoured Corps has a most solid respect) the well-tried fighting-equipment of British machines. It should prove an extremely efficient fighting vehicle, combining speed, protection, and gun-power in unusually satisfactory proportions. This tank has been a matter of great interest to British officers since the first shipment arrived in the United Kingdom.

The Air Component

It is scarcely necessary to-day to labour the statement that no army can succeed in modern warfare without air support, and plenty of it. From the beginning, the

With soldiers from the Dominion lining the rails, a ship of a Canadian troop convoy comes alongside the quay in a British harbour.





Four Canadian Generals at Headquarters, First Canadian Army. Left to right, Lieutenant-General Crerar, Commanding a Canadian Corps; Lieutenant-General McNaughton, General Officer Commanding-in-Chief, First Canadian Army; Major-General Turner, of Headquarters, First Canadian Army; and Major-General Montague, Senior Officer, Canadian Military Headquarters, London.

"Carriers 'Somewhere in England'": from an oil painting by Second Lieutenant W. A. Ogilvie





Spring in England, 1942: men of a Canadian Medium Artillery battery working on their guns. The picturesque 6-inch howitzers here seen have since been replaced by more powerful weapons. From a watercolour drawing by Second Lieutenant W. A. Ogilvie.

"North Atlantic, Summer 1941": with anti-aircraft Lewis guns in readiness and an escort of destroyers, a Canadian troop convoy speeds across the Atlantic to Britain. From a watercolour by Second Lieutenant W. A. Ogilvie.





An American-made "General Stuart" light cruiser tank in use by a Canadian Armoured Division in England

Modern tanks are not to be stopped by a little water. A "General Lee" of the Governor-General's Horse Guards fording a stream at speed.

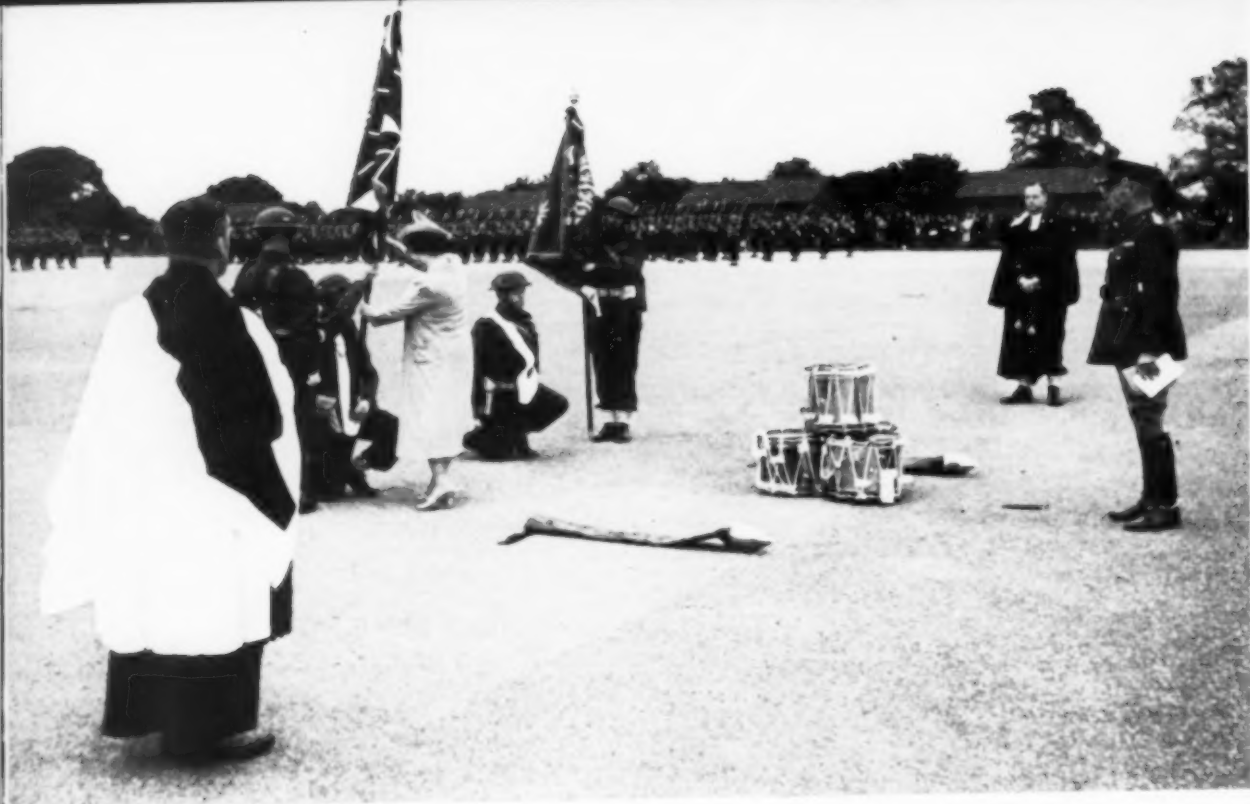




War and Peace: a "Covenanter" tank belonging to a Canadian Army Tank Brigade in a pastoral setting in the summer of 1941

General McNaughton, with General Sir Alan Brooke, Chief of the Imperial General Staff (left), investigates the capacity of a "Waltzing Matilda" tank of a Canadian Army Tank Brigade for crossing obstacles.





Her Majesty The Queen presenting Colours to the Saskatoon Light Infantry, 24 October, 1941. General Pearkes is seen at the right.



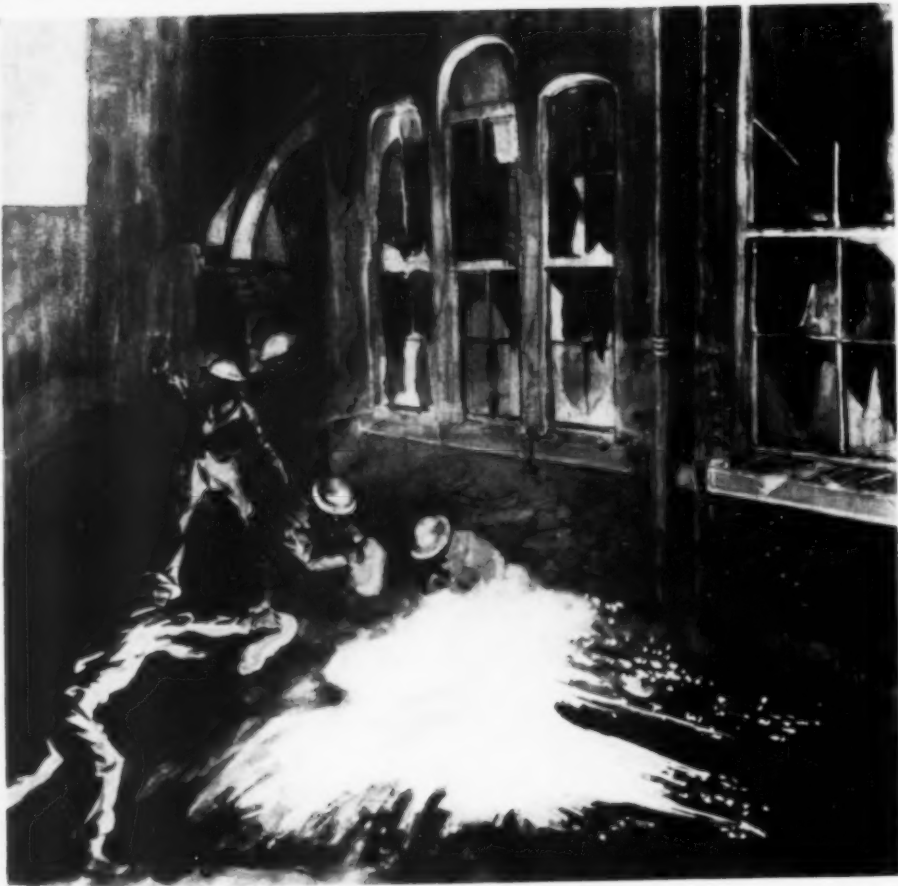
The Rt. Hon W. L. Mackenzie King, Prime Minister of Canada, conferring with General McNaughton at Corps Headquarters during Mr. King's visit to England in the summer of 1941.



Their Majesties The King and Queen inspecting a Signal Office during a visit to a Canadian Division in England.

The Minister of National Defence inspecting Canadian positions in the south of England during his visit in 1941.
Seen with Colonel Ralston in this picture are Generals McNaughton, Crerar and Odum.





"In Front of the Officers' Mess": this picture of Canadian soldiers extinguishing incendiary bombs in May, 1941, painted by Lieutenant-Colonel Louis Keene, E.D., has been purchased for the War Records of the United Kingdom.

"Troop Command Post at the Range": officers of a Canadian Medium Artillery unit directing firing practice in the spring of 1942. From a drawing by Second Lieutenant W. A. Ogilvie.





"Canadian Light Anti-Aircraft Gunners at a Fighter Station": a Bofors crew manning a gun-site, with Spitfires in the background. From an oil painting by Second Lieutenant W. A. Ogilvie.

An incident of the night's work that won the George Medal for Captain D. C. Heggie, R.C.A.M.C., May, 1941. Captain Heggie is shown being lowered by his feet into a wrecked dwelling to administer morphia to a woman pinned in the ruins. Reproduced by permission of the artist from a drawing by Lieutenant-Colonel Louis Keene.





During manoeuvres in May, 1942, General Crerar (left), General Officer Commanding a Canadian Corps, confers with his Brigadier, General Staff, on the course of the operations.

Combined operations! Men of a French-Canadian infantry regiment on board a landing craft speeding towards the beach.





Manoeuvres, summer, 1942: anti-aircraft guns can also be used against tanks. Here a Bofors gun is seen in an anti-tan role.

Few men in the Canadian Army Overseas have more exacting jobs than the despatch riders. This photograph was taken during a despatch riders' course at the Canadian Training School.





Manoeuvres, summer, 1942: Canadian infantrymen on the march through the English countryside

Royal Canadian Air Force has provided Army Co-operation Squadrons to work with the Canadian military force in Britain. The co-operation of Canadian air and ground forces has been most satisfactory, and the good understanding existing between the two will bear fruit in the day of battle.

Early in May of 1942 further development in this direction was foreshadowed by Colonel the Hon. J. L. Ralston, Minister of National Defence, in the Canadian House of Commons. When asked whether General McNaughton would have the R.C.A.F. overseas operating under his command when his troops went into action, the Minister replied that while the R.C.A.F. as a whole would not be under General McNaughton, certain units would be attached to the army which he commanded and under his strategic control. This appears to imply a significant increase in the Air Component of the Canadian military forces overseas, and indicates that General McNaughton will have actually under his hand a formidable force of aircraft to work in close co-operation with his infantry and armoured formations. No development could offer a more hopeful augury for the

success of the Canadian Army on the day when it goes into action.

Improvements in Equipment

Not only has the Canadian Army Overseas grown in size during recent months; it has grown steadily more formidable in point of equipment. New weapons which it did not before possess — for example, heavy guns far outranging those known in 1939 — have come into its hands. Modern weapons of more familiar types have become available in much larger numbers than before, as the productive potentialities of the United Nations — and those of Canada in particular — have been more and more fully realized. As the months have passed, the process of equipping newly-raised Canadian formations has grown steadily shorter and simpler. A major element in this happy result has been the output of Canadian factories, which have been producing tanks, transport, vehicles, guns, small arms and miscellaneous equipment in an increasing profusion, both of type and quantity, such as few members of the Canadian public would have believed possible a few years ago. This material has served the needs of the Canadian



The Canadian Forestry Corps on parade: a Forestry Company in full fighting kit marching through a village in the Scottish Highlands.

Army Overseas; but it has also contributed to the improvement of Canada's home defence, as well as to the equipment of the British armies, those of the other Dominions, and those of our Russian, American and other Allies.

To-day, the forces commanded by General McNaughton are extraordinarily well equipped. The Canadian authorities, however, are still not complacent. During his visit to Canada early in 1942, and on other occasions, the General has emphasized the need for continual effort in the development of production of ever new weapons; and it may be assumed that the Canadian forces will continue to enjoy in very high degree the benefits of both the scientific and the industrial resources of Canada and the United Nations at large.

The Army at Work

Except for a few envied individuals, the Canadian Army in Britain has not yet met the enemy. The two Canadian battalions which went to Hong Kong late in 1941 under the command of the late Brigadier Lawson, and shared in the glorious though unsuccessful defence of that fortress, were sent directly from Canada, and were not units of the force

officially called the Canadian Army Overseas. The primary roles of the Canadian force in Britain have so far been two: first, the protection of the heart of the Empire against the threat of invasion, which for many months was a most imminent possibility, and which still remains a danger against which the Canadians are constantly on the alert; and secondly, preparation for the day when British Armies will cross the Channel to drive the German out of the countries he has desolated. Apart from this, there have been certain minor enterprises, of which the most important was the adventurous Spitsbergen expedition of August and September, 1941. This operation has already been fully described in the August, 1942, issue of this Journal, and the story need not be repeated here.

The Canadians in Britain have inevitably complained of the fate which has so far kept them from contact with the enemy whom they are so anxious to encounter. Some of them have been in England nearly two and a half years without being given this coveted opportunity. Nevertheless, the fact remains that these troops have been performing a task of the greatest importance to the Empire



The massed bands of a Canadian Division "beat retreat" as a finale to

as a whole. The situation was given classic expression by the Prime Minister of Great Britain at the luncheon given by the Lord Mayor of London in honour of the Prime Minister of Canada on 4 September, 1941. In his own address on that occasion, Mr. King had said, "You all know how eager our Canadian soldiers are for action against the enemy. I cannot make too clear that the policy of the Canadian Government is to have our troops serve in those theatres where, viewing the war as a whole, it is believed their services will count most. The Canadian people are proud that to-day our men are among the defenders of the very heart of the free world."

"You have seen your gallant Canadian Corps and other troops who are here", Mr. Churchill said in reply. "We have felt very much for them that they have not yet had a chance of coming to close quarters with the enemy. It is not their fault; it is not our fault; but there they stand, and there they have stood through the whole of the critical period of the last fifteen months at the very point where they would be the first to be hurled into a counter-stroke against an invader."

"No greater service can be rendered to this country, no more important military

duty can be performed by any troops in all the Allies. It seems to me that although they may have felt envious that Australian, New Zealand and South African troops have been in action, the part they have played in bringing about the final result is second to none."

As the Canadian force in Britain has grown during the past few months, so its allotted role in the defence of the islands has grown also. Never, it is true, has it been quite so important as it was in the days immediately after Dunkirk, when the War Office was labouring to reorganize the army that had been brought back from France, and British factories were working desperately to produce new weapons to replace those lost across the Channel and to arm the new divisions which were being raised. As the process of reorganization and re-arming produced results, the Canadian formations in Britain found themselves holding a proportionately less significant position than that which they had occupied in the summer of 1940, though they never ceased to play an essential role in the anti-invasion plan. The recent expansion of the Canadian forces in the United Kingdom, however, has again increased their relative importance, and they would unquestionably



an inspection of the division by Their Majesties The King and Queen.

take a fundamental part in repelling any German attempt at invasion. What is now perhaps more to the point, they form an equally important proportion of the force available for action on the Continent.

During 1941 and 1942, the Canadians' precise role in the British Home Forces underwent more than one alteration, and the Canadian formations, far from remaining static, moved from one area to another as circumstances dictated. In the course of their operations and their training they covered a great part of southern England.

The training programmes have been most thorough and comprehensive. They have involved every activity from the instruction of the individual soldier in the use of his arms up to the participation of the Canadian forces in battle exercises involving a large proportion of all the troops in England. In Army manoeuvres conducted in September and October of 1941, for instance, the Canadian Corps, under General McNaughton, participated as an important element of a "Southern" Army commanded by General Sir Harold Alexander, who was the last British soldier to leave Dunkirk, and who has recently commanded the gallant little

British army in Burma. In these exercises (the largest which have ever taken place in Britain), the Canadians, operating in conjunction with British armoured and infantry divisions, made a great wheel round the west of London, and fought their way through the Chiltern Hills in a campaign lasting several days.

More recently, in May of 1942, the Corps commanded by General Crerar has tested the soundness of its training in manoeuvres, only less extensive, across the counties of south-eastern England. These lasted for nearly a fortnight, and in the course of them the Canadians covered great distances (the infantry moving on foot to demonstrate that they could, if necessary, be independent of mechanical transport), and in spite of heavy rain and pervasive mud gave a most satisfactory performance. In the closing stages, after long marches throughout the exercise, some infantry units covered as much as 38 miles in eighteen hours. This "scheme", the most realistic and physically the most exhausting in which the Canadians have taken part, provided gratifying evidence that the battleworthiness of the troops has never been higher.

Two new developments have contri-

buted to lend a new and special interest to the past year's training programme. The first is the technique of "battle" training, which is designed to teach the soldier the business of combat under conditions which resemble those of actual conflict as closely as possible. This training is strenuous in the last degree, and only men in the pink of condition can endure it. It involves the firing of live ammunition to accustom the men to the noise of battle and to remind them that only by swift movement and constant alertness in action can annihilation be avoided and success ensured. The Canadian Training School, which conducts a large proportion of the specialized training of the Canadian Army Overseas, now possesses a Battle School Wing through which many officers and men of the Canadian formations will pass in the course of a year. Here they gain experience and obtain ideas which they apply in the training of their own units.

The second development has been training in Combined Operations. An army looking forward to operations involving a sea crossing and a landing upon a coast occupied by the enemy must learn to co-operate with the Navy, must practise

the technique of embarkation and disembarkation, must know how to land (under fire if necessary) not only its men, but also their weapons, light and heavy, and their vehicles, upon an inhospitable shore. During 1941 and 1942 the Canadian troops have practised all these activities upon a steadily increasing scale. The Canadian Army Overseas has, in fact, made every effort to train its fighting units at large in much the manner made famous by the "Commandos", the units of Special Service Troops who have been employed in many, though not all, of the daring enterprises against the coasts of occupied Europe which have thrilled the free world. The idea has been not to confine such training to a few selected men, but to ensure that the whole army will possess both the toughness and the experience necessary for such operations. Many thousands of Canadian soldiers have now learned the use of various kinds of landing craft and the approved methods of utilizing them for the conduct of rapid and effective operations upon an enemy coast.

Both these new types of training require a high degree of physical fitness and endurance; and both have been

The Canadian Forestry Corps at work: a caterpillar tractor hauls a "sloop" loaded with logs out to the Forestry Company's saw-mill.





His Majesty The King, in the course of a visit to a Canadian Division, crosses a bridge just completed by the Divisional Engineers.

extremely popular with the troops. They have gone far to compensate for the absence of actual operations; partly because of the element of novelty involved and their strong appeal to the sporting spirit; and not least because they so strongly suggest that active operations themselves are not far ahead.

This brief chronicle of operations and training is far from exhausting the story of the activities of the Canadian troops. A full catalogue would require a volume. Here we can give only a few examples of the miscellaneous useful activities which have been carried on by special units.

A considerable proportion of the British troops in the United Kingdom are Anti-Aircraft Artillery employed in what Mr. Churchill has termed "this great service called the A.D.G.B., or the Air Defence of Great Britain". Canadian Anti-Aircraft units in Britain have multiplied during the past year and a half; and they have manned many A.D.G.B. gun-sites and have otherwise played a not unimportant role in protecting the country against the Luftwaffe. Both Light and Heavy Anti-Aircraft regiments have taken part in this work; and their only complaint is that the restricted

activity of the German Air Force over Britain in recent months has given them all too few targets. When luck has favoured them they have made the most of it: witness, for example, the incident of the Bofors crew which, on the night of the 6-7 August, 1941, while stationed on the East Coast, had a chance at a Ju.88 and brought it down with the third round. This crew belonged to a battery which had not completed its training and had in fact never actually fired its guns before.

Up in the Scottish Highlands, far from the stations of the troops of the Canadian Field Army, the "CANADA" badge, familiar in 1917 and 1918, has been reintroduced by the men of the Canadian Forestry Corps. These troops, who are trained soldiers as well as lumbermen, and are prepared to assume a military role at any time when circumstances require it, normally devote themselves to producing the lumber which is so much needed in the British war effort. Each Forestry Company is, in general, a self-contained unit possessing its own saw-mill, and while one section of the company works in the "bush" cutting down the timber and transporting it to the mill, another section



The Rt. Hon. Vincent Massey, Canadian High Commissioner in the United Kingdom, and Major-General C. S. L. Hertzberg, M.C. (at Mr. Massey's left), with Canadian Engineer officers, inspecting the work of constructing a new aerodrome for the R.C.A.F.

in reviving the ancient industry of tin-mining, once a basic English economic activity but latterly moribund, until the Japanese occupation of Malaya made its revival a matter of urgency. A tunnelling unit still remains at Gibraltar where, for many months past, Canadian Engineers have been steadily at work assisting in the improvement and extension of the defences.

The Life of the Troops in Britain

Since the arrival of the first Canadian troops in 1939, the Canadian force in Britain has shared the varied experiences of the British people. They have learned the full meaning of the word "blackout"; and if they have acquired a healthy dislike for the English winter (and the winters during this war have been unusually unpleasant), they have learned also why the poets have sung the praises of the English spring. They have tightened their belts along with the rest of the population of England; they have lately said good-bye to white bread (and incidentally have found that the "National Loaf" which has replaced it gives no cause for complaint); and Canadian military cooks have learned by experience the art of making the most of the rations which conditions in a beleaguered island make available to them.

Although the troops have not yet met the enemy in the form in which they expected to encounter him, they have seen something of the work of the German Air Force. They watched with open admiration the way in which the British people stood up to the heavy air attacks which lasted from August of 1940 until May of 1941, and they have had some experience also of the mean little "reprisal raids" with which, more recently, the Germans have attempted to counter the shattering blows of the R.A.F.'s Bomber Command.

In "the days of the blitz", Canadian units suffered a certain number of casualties from bombing. The heaviest single loss was in the great London raid of the night 16-17 April, 1941, when about a score of Canadian soldiers, either stationed in the capital or spending leave there, lost their lives. A large number of these casualties were caused by a single direct hit on a service hostel where many Canadian sol-

operates the mill itself. Thus one unit handles every stage of production, from the moment when the axe is laid to the tree to the moment when the fully trimmed board emerges from the mill ready for the builder.

Each Forestry Company, it is estimated, performs work equivalent to that of a 6,000-ton ship plying regularly across the Atlantic with cargoes of timber under war-time conditions. With the shipping problem in its present state, no further evidence of the value of this Corps' services is required.

There is no time to speak of the vast miscellany of important construction jobs which are carried on by units of the Canadian Army. A large proportion of the accommodation for the troops has been provided by Canadian Engineer units which have built commodious hutted camps. A major task lately undertaken has been the construction "from scratch", on a completely uncleared site, of a gigantic aerodrome for the R.C.A.F. Men of the Forestry Corps were brought from Scotland to help in this work. Canadian tunnellers have played important parts in advancing hydro-electric schemes of great consequence to war production, and have engaged in subterranean construction of many kinds. Recently they have helped

diers were sleeping. This was the night, too, on which Gunner Jack Chambers, Royal Canadian Artillery, "with absolute disregard for his own personal safety, rendered invaluable assistance in the rescue of Auxiliary Fire Service personnel" in a London suburb, and so won the George Medal.

One Canadian unit, a transit depot operated by the Lorne Scots, was stationed in May, 1941, in an area which suffered merciless attack every night for a week. Many of the men on its strength were soldiers of low medical category awaiting return to Canada. In this black week these men, as well as the depot's regular personnel, acquitted themselves nobly in rendering aid to the civil population. Here the Lorne Scots' Medical Officer, Captain (now Acting Major) D.C. Heggie, Royal Canadian Army Medical Corps, won the George Medal by courageous labours in succouring wounded civilians among the ruins while high explosive and incendiary bombs were still screaming down.

In happier moments the Canadians have had plenty of opportunity of acquainting themselves with the beauties of the English countryside and the famous towns of Britain. Nowadays every soldier is entitled to free railway transportation during four periods of privilege leave each year, and, in consequence, the farthest corners of the island have become familiar to Canadian soldiers seeing the sights and acquiring a better acquaintance with the country in which they are serving. Scotland in particular is a favourite resort of the Canadian on leave, and, while the troops have received great kindness in every part of the United Kingdom, they have found, perhaps, that they are just a little more at home in Scotland than in any other part of the British Isles.

In his spare moments while with his unit, the soldier has continued to enjoy in an increasing degree the generous services of the voluntary organizations—the Canadian Legion, the Knights of Columbus, the Salvation Army, and the Y.M.C.A.—which operate under the auspices of the Canadian Auxiliary Services. Not least appreciated has been the educational programme directed by the Canadian Legion War Services, which has made it possible for soldiers to keep their intellectual interests alive while in the army, and to improve their education with a view

to being both more useful soldiers now and more useful citizens when peace returns.

The 1942 Programme and the First Canadian Army

Within the past few months the history of the Canadian Army Overseas has entered a new and most important phase. It had become increasingly clear, as the Canadian force in Britain grew and grew, that some new organization for the higher direction of this force was becoming necessary. It was, therefore, not wholly a surprise when on 26 January, 1942, Mr. King announced in the House of Commons that during the year it was proposed to create overseas a Canadian Army of two Army Corps. He added that with this in view the Government planned to convert the existing 4th Canadian Division into an Armoured Division and despatch it overseas in due course, and to "raise, equip, train and despatch overseas another Army Tank Brigade for use with the Infantry Divisions of the Canadian Corps". It would also be necessary to send additional ancillary troops for the two Corps now to be maintained.

A few days after this announcement was made, General McNaughton, now fully recovered from his recent illness, arrived in Canada—making his first trip home since he crossed the ocean with the First



"Somewhere in England", men of a Canadian Heavy Anti-Aircraft Regiment man big 4.5-inch guns.



Canadian soldiers on leave in London getting some friendly guidance from a policeman at Hyde Park Corner.

Division in 1939—to discuss the details of the next year's programme with the Government and to see for himself the great progress which had been made in organizing the Dominion's war effort on the home front. Before the end of March he was back in England—travelling with yet another convoy of Canadian troops—to put into effect the decisions made at Ottawa.

On 6 April, 1942—Easter Monday—it was announced that the Army Headquarters forecast in Mr. King's statement had that day been established in the United Kingdom, and that General McNaughton had assumed command of the First Canadian Army. One Corps Headquarters, of course, already existed, and General Crerar, who had acted as Corps Commander in General McNaughton's absence, was now confirmed in the command of this Corps. General Crerar, it will be recalled, had been one of the first Canadian officers to reach England after the outbreak of war; he went to London to establish Canadian Military Headquarters, and gave up the appointment of Senior Officer there only to return to Canada to become Chief of the General Staff. Two officers who had held important appointments under General McNaughton at Corps Headquarters as Brigadiers now took up appointments

at Army Headquarters as General Officers: Major-General G. R. Turner, M.C., D.C.M., and Major-General C. S. L. Hertzberg, M.C. It was announced that a second Corps Headquarters would be established shortly.

The new Army thus formed is the *First Canadian Army* in more senses than one. No Canadian Army Headquarters was ever formed in the last war, though it was recognized that four Divisions and a considerable body of Corps Troops (the strength of the Canadian Corps for three years in France) was an unusually large force for one Corps Headquarters to direct; and early in 1918 the addition of two Divisions and the formation of a second Corps and an Army Headquarters had been considered. The strength now announced for the First Canadian Army—five Divisions, two Army Tank Brigades, and other Corps and Army Troops in large numbers—is greater than that of the Canadian Corps in the last war.

A very notable fact concerning the composition of the new Army is its great proportion of armoured strength. Two of its five Divisions will be Armoured Divisions, and the two Army Tank Brigades are powerful formations also. The Minister of National Defence said in the House of Commons on 11 February, 1942, "Under the Army programme for 1942, the Canadian Army Overseas will be, in proportion, probably the most highly mechanized and mobile army in the world."

The physical character of the Canadian Army Overseas has thus undergone many changes during the past year and a half. These have had the effect of increasing both its mobility and its striking power until the Canadian force under the 1942 programme will possess an actual fighting potential quite out of proportion to its numerical strength considered in terms of old-fashioned infantry. But, though the material form has changed, the spirit remains the same: it is the spirit of the old Canadian Corps of the last war, a spirit instinct with the pride and vigour of Canadian nationality. The aim likewise remains the same: to perfect a fighting machine so powerful and so efficient that it will be able to play a major part in the winning of the final victory.

The precise manner in which the weapon now under General McNaughton's hand

THE CANADIAN ARMY OVERSEAS

will be used is a matter for the future to disclose, but the General himself has called it, as every Canadian knows, "a dagger pointed at the heart of Berlin". There have been changes, these past few months, in the way in which the troops in Britain envisage the shape of things to come. They have never had any doubt that before the finish they would march across the bridges of the Rhine as their fathers did in 1918; but there was a time when they thought their first battle might well be fought on English downs or beaches—some variant of

A six days' stunt on an East Coast front,
And the Hun with his back to the sea.

Now they think in terms, rather, of crossing the water themselves and driving the Germans back across the lands they conquered all too easily two years ago. They all know that in the manoeuvres of 1942 the Canadian divisions practised working on a reduced scale of transport—the scale which would be available to the advanced troops of an army invading the Continent.

The island fortress which the men from Canada have helped to garrison is separated only by a few miles of watery

no-man's-land from that Continent, which to-day suffers under the scourge of the tyrant. The people of France and the other invaded and insulted territories await only an opportunity to throw off the yoke and exact a just and condign reckoning. But they cannot make the opportunity themselves. The blow must be struck by the countries still strong and free, and the free soil of Britain is the base from which it will be launched. On that soil the Canadians now stand ready.

Note on the Illustrations

The photographs with which this article is illustrated are Canadian Official Military Photographs.

The illustrations further include reproductions of paintings and drawings by Second Lieutenant W. A. Ogilvie, one of the Canadian officer-artists now engaged in making a pictorial record of the Canadian Army Overseas. There is also a reproduction of a painting by Captain Henry Lamb, M.C., A.R.A., the eminent English portrait artist, who has for some time past been detailed by the British Government to work with Canadian troops, and two of drawings by Lieutenant-Colonel Louis Keene, E.D., an officer serving with the Canadian Army Overseas, who paints in spare moments. One of these has been purchased by the British Government for its War Records.

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John McDonald, D.P.S., surveyor of the Garafraxa Road

Courtesy Association of Ontario Land Surveyors

THE GARAFRAXA ROAD

by RUTH I. MCKENZIE

Photos by Christine Barton except where otherwise designated.

MOST of Ontario's modern highways follow roads built laboriously a century or so ago by pioneer settlers of Upper Canada. That portion of Highway No. 6 which runs from Fergus to Owen Sound is no exception, for this is the old Garafraxa Road blazed through the bush by Charles Rankin in 1837, surveyed with lots laid out by John McDonald in 1840, and built a few miles at a time in the years immediately following.

By 1837, settlement in Upper Canada had advanced northwesterly from Toronto and Hamilton as far as the tiny village of Fergus, beyond which, the "Queen's Bush" stretched in forbidding majesty all the way to Georgian Bay. There, on the southern shore, a deep inlet had been discovered and explored in 1812 by Captain William Fitzwilliam Owen, and this was named Owen's Sound. No attempt was made at settlement at that time, however, and the

Indian village of Neewash on the western bank of the sound was left undisturbed in its "Beautiful Valley" for another quarter-century.

Settlement in the interior was at a standstill for want of a road to proceed farther. Thus the project was conceived of building a road to connect Fergus with Owen's Sound and open the Queen's Bush to settlers. Charles Rankin was chosen by the Surveyor-General of Canada to make the original survey. He was instructed to begin at the north-west corner of Garafraxa Township (to which point a road had already been built from Fergus) and proceed to Owen's Sound, selecting "such a line of road as will appear the least likely to require alteration at a future day when the country becomes settled and cultivated".¹ This survey, which was only a line blazed on the trees, was completed in June of 1837. Because of the Upper

1. *Surveyor Charles Rankin's Exploration for the Pioneer Road, Garafraxa to Owen Sound, 1837*, ed. by E. W. Banting and A. F. Hunter. Ontario Historical Society, Papers and Records, vol. 27, p. 497.

Canadian Rebellion which disturbed the whole province that year, no further work was done on the road for some time.

Three years later the project was revived. In July of 1840 orders were issued to Deputy Provincial Surveyor John McDonald to proceed with the survey from Garafraxa Township to Owen's Sound, and to lay out lots on the intended road, straightening out Rankin's line wherever deemed necessary. At the same time Rankin was ordered to work at the northern end dividing Sydenham Township into lots for settlers.

It is difficult to tell exactly when the various sections of the road were built. By September 1841, however, thirty miles of road north from Fergus had been completed, and five or six miles south from Owen's Sound, leaving over thirty miles of connecting road still to be built. This was the hardest part because of the lengthening supply line. Furthermore bridges had to be constructed over the rivers then known as the "First Saugine", the "Second Saugine" and the "Third Saugine"; and causeways were needed through the swamps. The connecting link was vital to settlement, however, and work was begun on this stretch of road in the fall of 1841. Two groups of builders did the job, one beginning at the northern end under the supervision of John Telfer, Land Agent, the other working from the south under A. M. Durnford, Agent of the Southern Division. Supplies for this latter group had to be hauled a distance of thirty miles and more from Fergus, the nearest settlement and milling centre.

The road, built so tediously, was, of course, a primitive one, very narrow, widened only at intervals for vehicles to pass, treacherous in wet weather and frightening to the traveller in its lonely passage through the woods where wild animals preyed. But it achieved the purpose for which it was designed—that of enabling settlers to come into the Queen's Bush where free grants of land of fifty acres each could be obtained provided a certain number of acres were cleared each year. Settlers were also given the option of buying the fifty acres adjoining their free grant. In this way they could secure hundred-acre farms for very little money plus a great deal of hard work. Many

courageous and persevering settlers from older parts of the province, from the British Isles and even from the United States came to the Queen's Bush to take advantage of this opportunity in the years following the completion of the Garafraxa Road.

Gradually all the land along the road was taken up and the road itself was improved from time to time. In the latter part of the 1840's a travelling clergyman referred to the road as having been almost impassable except in the height of summer or icy winter but lately so improved under the new system of statute labour, that a regular stage could run at any season.² We read again that around 1850 the traffic was so considerable that a landlady in one tavern claimed to have served two thousand persons in one week.³

The next decade, the 'sixties, saw the road gravelled and numerous toll gates established. As early as 1858 the northern part which runs through Grey County became a county road as did the Wellington County section in 1863. Finally, in 1920, the entire road with the exception of three miles or so next Owen Sound was incorporated into the rapidly expanding provincial highway system. The remaining few miles were taken over in 1922.

In the early days, as settlers came in, small villages sprang up, with inns to accommodate travellers and mills to grind grain and saw wood. Most of these villages still exist, some of them with changed names. Who to-day knows where Maitland Hills, Bentinck, Johntown or Sydenham were? Substitute their modern names, Mount Forest, Durham, Chatsworth and Owen Sound, and they are familiar to all.

Earlier than any of these villages was Fergus, the southern base of supplies for the builders of the Garafraxa Road. This village was founded somewhat romantically in 1833, by two visionary Scotsmen, Adam Fergusson and James Webster.

Adam Fergusson, a well-established landowner in Scotland, came out to Canada in 1831 to secure first-hand information for the Highland Society of Edinburgh regarding conditions encountered in the new world by emigrant Scotsmen. He was so favourably impressed with the country and its great possibilities that he himself resolved to emigrate. He vis-

2. *The Emigrant Churchman in Canada*, by A Pioneer of the Wilderness. Ed. by Rev. Henry Christmas. London, 1849, vol. I, p. 197-8.

3. *Canada, Past, Present and Future*, by W. H. Smith. Toronto, 1851, vol. 2, p. 112.

ualized the establishment of a Scottish community of select citizens with himself as chief laird and where his seven sons could prosper in a manner impossible in the old country. He sold his idea to James Webster, a man much younger than himself but equally well established and well educated. The two men formed a partnership and came out to Canada in 1833 to establish their community.

In their search for good land, Fergusson and Webster went first to Guelph, founded six years previously by a fellow-Scotsman, John Galt of the Canada Company. They proceeded thence to Elora, a new settlement on the Grand River. This was the end of the road. Undaunted, they picked their way, by blazed trail, along the Grand River for a distance of three miles where they found a location that seemed ideal. A waterfall in the river would provide power for mills; a spring nearby supplied fresh drinking-water, and the soil thereabouts seemed of a fertile variety.

This land, in Nichol Township, was then the property of Thomas Clark, who, it is believed, had purchased it from Chief Joseph Brant. Fergusson and Webster

bought over seven thousand acres from Colonel Clark and proceeded to draw up their plans for a village.

Fergusson returned to Scotland for the winter, leaving Webster and two companions to erect lodgings and lay the foundations for the settlement. Thus it was, that the first log house in Fergus was James Webster's and he became, even more than Fergusson, the leading citizen of the village. Fergusson was not a constant dweller in Fergus but Webster stayed there for many years, being the town's foremost industrialist and politician. Eventually he moved to Guelph where he became mayor.

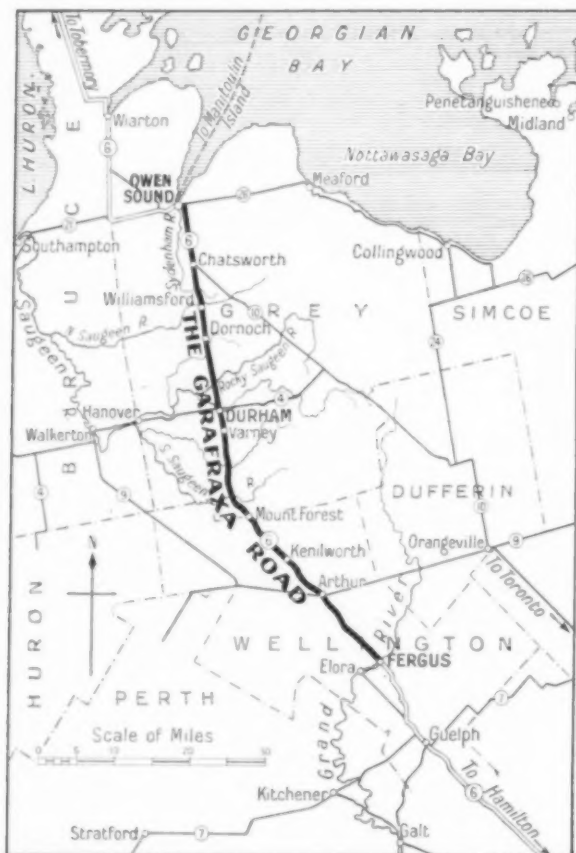
In the original plan of Fergus there were four main streets named after the four patron saints — St. Andrew, St. George, St. Patrick and St. David. The central square was called James's Square in honour of Webster.

The log houses of Fergus soon gave way to cottages built of the limestone which forms the banks of the Grand River and makes it one of the most picturesque rivers in Ontario. Stone houses still predominate in Fergus imparting an air of substance and mellow age. The main shopping centre, too, is distinguished by its blocks of old stone buildings.

Many famous names are associated with the history and development of Fergus.

There was Patrick Bell, inventor of the reaper. He accompanied Fergusson and Webster to Canada in 1833, bringing the model of his reaper with him. Bell remained in Fergus four years.

There was George Clephane, the "lost sheep" of the well-known hymn "The Ninety-and-Nine". Clephane was a jolly, good-natured and likable man with a fatal fondness for liquor. His family had sent him out to Canada in the hope that the rigours of pioneer life would cure him of drinking to excess. He lived on a farm on the Garafraxa Road not far from Fergus. As he was well supplied with money he continued to drink and, in this respect, the new country served him as well as the old. Finally, in 1851, Clephane was killed when thrown from his horse. It is believed that the hymn, referred to above, was written in his memory by his sister Elizabeth in Scotland. George Clephane was buried in Fergus and his grave, marked by an old-fashioned tombstone in the cemetery at St. Andrew's Presbyterian Church, is visited yearly by many tourists.



Canadian Geographical Journal map

View from Tower Street
bridge, Grand River, Fergus



Closely associated with the later development of Fergus are the names of Dr. Abraham Groves and the Beatty brothers.

Dr. Groves came to a farm near Fergus when he was a boy of eight years. After graduating in medicine in 1871, he began practising in Fergus and remained there until his death in 1935. He was a famous surgeon although the claims to his achievements are conflicting. He is said to have been the first surgeon in Canada to sterilize his instruments by boiling, the first in Canada to make a blood transfusion, and the first anywhere to remove an appendix. These claims may not be entirely accurate but there is no disputing the fact that Dr. Groves was a surgical pioneer and pre-eminent among the sturdy country doctors of Canada.

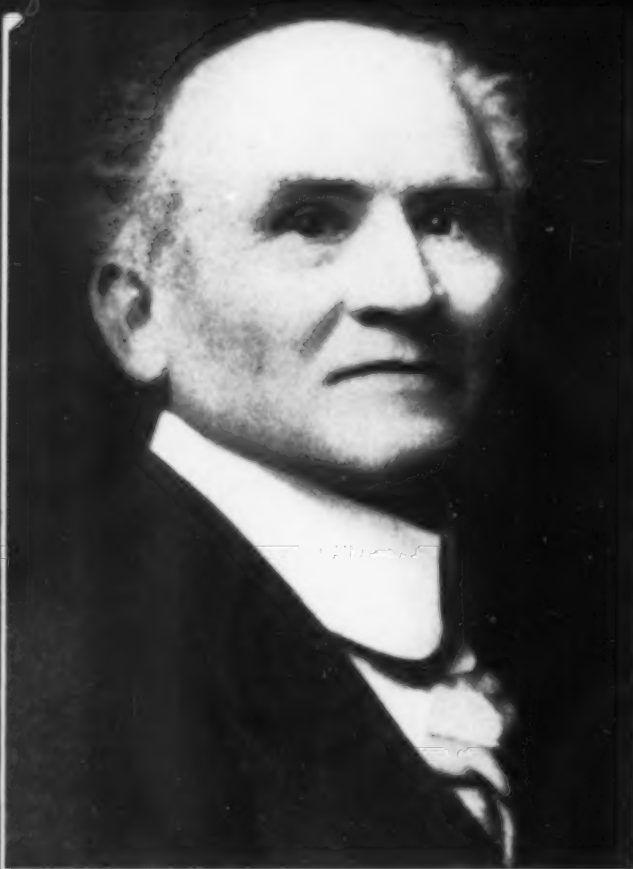
In 1902, Dr. Groves established his own hospital in Fergus. This was presented to the town a few years before his death and is now known as the Groves Memorial Hospital.

Like so many geniuses, Dr. Groves had boundless energy and manifold interests.

He built one of the largest stone business blocks in Fergus; operated an electric-light plant which provided both Fergus and Elora with light and power until the installation of hydro-electric power in 1914; and in his spare time, he wrote poetry.

The Beatty family have made an even greater contribution to the growth of Fergus. The two brothers, George and Matthew, came to Fergus in 1874, and started a foundry. This was the humble beginning of the now internationally known Beatty Brothers, Limited, manufacturers of farm implements and household appliances. The firm is now under the presidency of William Beatty, son of George.

The Beatty brothers put Fergus on the map, industrially, but their interests have not been confined to manufacturing. As you drive into Fergus from Elora your attention is drawn to the rows of curb-roofed houses which are an unusual feature in a town the size of Fergus. These are workers' houses erected by the Beatty firm



Dr. Abraham Groves of Fergus

From *All in the Day's Work*, by Abraham Groves, MacMillan, 1934
 Courtesy MacMillan Company of Canada, Limited

Tombstone of George Clephane, St. Andrew's
 Presbyterian Church cemetery, Fergus



for its employees over twenty years ago.

More recently the village was provided by Beatty Brothers with an up-to-date and well-equipped swimming pool. True to the Scottish traditions of the town, this pool is kept closed on Sundays.

These are but a few of the names which might be mentioned in connection with Fergus. Hugh Templin, the enterprising editor of the *Fergus News-Record* and a descendant of one of the earliest inhabitants, has written the history of Fergus in a book which reads like a romance. Incidentally, the Templin rock garden is now one of the major scenic attractions of Fergus.

Fergus is one of the few Ontario towns to have experienced increasing prosperity. Industries have multiplied and the population has continued to grow, but the village fathers have never bothered to have their municipality incorporated as a town. Situated as it is on the banks of the Grand River, with its bridges, its stone houses, its well-kept lawns and gardens, Fergus is one of Ontario's finest villages.

Following the Garafraxa Road out of Fergus, the motorist soon reaches the corner of West Garafraxa Township where Charles Rankin began his survey of the road, which was named after the township.

Garafraxa Township had been opened to settlement several years previous to the founding of Fergus. The name "Garafraxa" is of uncertain origin, believed by some to be a corruption of sassafras, a shrub or tree that grew in this district; but thought by others to be an Indian word meaning "the panther country" and used by the Indians to designate the region between the Saugeen Trail and the Toronto Trail.

Twelve miles from Fergus is the village of Arthur in the township of the same name, bestowed in honour of Arthur, the Duke of Wellington.

The first settlers came to Arthur Township about 1840, and by 1843 most of the lots along the Garafraxa Road were taken up. Many of the early settlers were Irish Catholics and Catholics are still numerous throughout the township. In the village of Arthur the most imposing building is the white brick Catholic Church with its tall spire.

4. *Origin and Meaning of Place Names in Canada*, by G. H. Armstrong. Toronto, Macmillan, 1930, p. 113.

Beyond Arthur, the road winds through rather poor farming country past the small village of Kenilworth which was once a centre of some importance. Then the countryside becomes more hilly, and, on top of one of the hills, the traveller comes unexpectedly upon a view of a winding river passing under a silver-painted bridge in the valley below, and beyond that, the picturesque town of Mount Forest.

The Saugeen River, seen here for the first time, has numerous branches draining this whole countryside and crossing our road again and again. The Big Saugeen, the Little Saugeen and the Rocky Saugeen—to mention the best known of the streams—were invaluable to the pioneers. They provided power for mills, transportation to otherwise inaccessible places, and fish of excellent quality for food. Dams across the river still provide water power for towns along the way, and fishing remains a popular sport, but as a means of transportation the Saugeen has lost its significance.

When John McDonald surveyed this section of the road he thought the river here was a branch of the Maitland which, like the Saugeen, flows into Lake Huron. This accounts for the fact that in the early days, Mount Forest was known as Maitland Hills or Maitland Woods. When it was discovered that the river was the Saugeen and not the Maitland, the village had to be renamed. An ingenious villager found a happy solution by combining the essential ideas of "hills" and "woods" into the euphonious name of Mount Forest.

The settlement at Mount Forest began to grow in the 1850's and in 1879 it was incorporated as a town. In appearance, Mount Forest is typical of towns in this part of the province. Most of the houses are white brick, many with bay windows and often with one or more panes of coloured glass. The residential streets are lined with trees but the busy Main Street is devoid of shade.

North of Mount Forest the Garafraxa Road passes through a swampy region which, in the early days, was full of pitfalls for weary travellers. Most of the "Long Swamp" has now been cleared away and the automobile proceeds smoothly along, emerging from this flat country to a hilly district where the road curves frequently. The village of Varney, consisting of a few houses and a railway station, breaks the monotony of the road and presently one

sees in the distance a water-tower marking the town of Durham.

The story of the founding of Durham vies with that of Fergus in interest and romance. The founder was Archibald Hunter, who, like Adam Fergusson, was a canny and far-seeing Scot.

When Hunter first emigrated to America he went to New York State, but he resolved to "push on" to the Queen's Bush in Upper Canada where land could be procured at such advantageous rates. Accordingly, in the spring of 1842, he, with his son William and three other prospective settlers, set out on his trek to Upper Canada.

The men went first to Oakville where they were advised to follow the Garafraxa Road as far as the Big Saugeen River where they were assured they would find good land. From Oakville, they went to Guelph, then proceeded, on foot, a distance of fifty-six miles, through the long stretches of forest and swamp with only a few small clearings breaking the hazardous tedium of the road. Finally, they came to the river of their destination, crossed it, and on top of the highest of the hills, found a deserted Indian wigwam in which they spent the night. The land on which the wigwam stood was chosen by Archibald Hunter for his farm, that across the road, for his son.



Original Beatty plant, founded by George and Matthew Beatty in 1874, Fergus



White brick Catholic
Church, Arthur

Road leading into
Mount Forest, south-
ern approach



White brick farm-
house and barn be-
tween Mount Forest
and Durham



Pastoral scene near
Varney



Row of houses erected by Beatty Brothers, Ltd., for their employees.

To-day, the town of Durham stands on these hills and where the deserted Indian wigwam gave shelter to Hunter and his party, a cairn has been erected, shaped like a wigwam, built of field stones and bearing a plaque to the memory of Hunter, "the pioneer settler of the town of Durham".

The cairn stands beside the Anglican Church, which, because of its height on top of the highest hill, commands a superb view of the town of Durham with the river winding through it and the rugged countryside around it.

Durham is now a rather sleepy town but there was a time when it threatened to outstrip Owen Sound. In those days it was the most important milling centre for miles around and the Crown Lands Office was moved there from Sydenham (Owen Sound) in 1848, making it the focal point for the farmers and prospective settlers of the district.

The Land Office was the first frame house built in Durham and the Land Agent, George Jackson, contributed much to the development of the town. He named it Durham in honour of his birthplace in England thus lending dignity

to the little village which had been known previously as Bentinck from its location on the boundary of Bentinck and Glenelg Townships in Grey County.

With the rising importance of Durham as a trading and milling town went a corresponding need for hotel accommodation. The first to attempt to meet this need was the founder himself. Archibald Hunter converted his house (the first one built in Durham) into an inn for the use of travellers, and for years this was the only inn between Mount Forest and Sydenham, a distance of forty-three miles. The inn was superseded by a fine stone hotel erected by Hunter in 1854, and this building, still known as "Hunter's Hotel" (although no longer used as such) stands in Durham to-day on the north-east corner of the intersection formed by the Garafraxa and the Durham roads.

In the days when pioneer farmers depended on oxen for their clearing and ploughing, cattle fairs were events of great importance. In Durham, one was held the third Tuesday of every month. This fair formed part of a chain. On Monday the fair was held at Johntown (Chatsworth) to the north; on Tuesday it moved on to Durham where it reached much larger proportions; the next day, it proceeded south to Mount Forest. With the clearing of the forests, oxen lost their particular usefulness and their places were taken by horses. This brought an end to the large cattle fairs and Durham lost one of its notable institutions.

Even before the passing of the cattle fairs, however, Durham had begun to lose its race with Owen Sound. In 1852 the latter was made the county town of Grey, thus becoming of increasing importance. But Durham continued to grow for some years and was incorporated as a town in 1872. The first mayor was Alexander Cochrane and his fine red brick house, standing high up on a hill at the southern approach to Durham, still testifies to the wealth and good taste of its original owner.

Durham has long since lost its pioneer importance to land-dealers, cattle-buyers and those concerned with the milling trades. Now it is noteworthy, chiefly, for its beautiful natural setting of hills and

river enhanced by the charm of its numerous fine old houses.

North of Durham the landscape is broken by hills, and the road, as it climbs over them, affords an excellent view of the countryside. The land becomes very stony and difficult for farming. Two or three fine stone farmhouses are seen, and, reminiscent of earlier days, a few old log houses and barns. One or two of these log houses seem still to be in use.

Near the village of Dornoch, one is surprised by two showy and pretentious houses on farms across the road from each other. These are the country homes of city-dwellers. The house on the west side of the road is said to be the original log house remodelled and now not recognizable as such, with its white plaster exterior surrounded by a patio of white pillars.

Dornoch is but a cross-roads village. It was named by the first settler, John H. McIntosh, after his native town in Scotland. McIntosh is believed to have brought the first sheep and cattle into Grey County.

Not many miles from Dornoch is the scattered village of Williamsford which was originally planned as a government town-plot. At that time it was called "The Sable" under the mistaken belief that the river flowing through was the Sable. It was, of course, the Saugeen.

Larger than Dornoch or Williamsford, but in an obvious state of decline nevertheless, is the village of Chatsworth whose strategic location at the junction of the Garafraxa Road and the "Toronto Line" made it an important stop-over for travellers in pioneer days. A succession of prominent hotels — the Caribou House, the California House and later the Campbell House — catered to travellers down the years.

Most of the land on which the village stands was originally owned by the Deavitt brothers, George and John, the latter of whom was honoured in the early name of Johntown.

Not far north of Chatsworth large advertising posters give notice of the approaching city of Owen Sound. Sud-



Old stone blacksmith shop, Fergus

View of river from Templin rock garden, Fergus





Cairn of field stones erected to the memory of Archibald Hunter, pioneer settler of Durham. Inscription reads: "Here in a deserted Indian wigwam Archibald Hunter the pioneer settler of the town of Durham passed his first night May 1, 1842. This cairn was dedicated at the Old Boys and Girls Reunion in Durham, August, 4, 1935."

denly, a few miles farther on, the motorist sees from the top of a high hill, a glorious panoramic view of the whole Beautiful Valley, as it was called by the Indians, with the city in the midst and the blue waters of the bay beyond.

Owen Sound has been a city since 1900 and is now a little over one hundred years old. Its early growth was slow in spite of its admirable location on the deep inlet of the sound in Georgian Bay and the natural harbour at the mouth of the Sydenham River.

When Rankin surveyed the Garafraxa Road in 1837, he made a partial survey of the future village of Sydenham. Not until 1840, however, was any real attempt at settlement made. In that year John

Telfer, who had assisted with Lord Selkirk's Red River colony and later served in the Hudson's Bay Company, came to Sydenham as Land Agent.

It was Telfer's duty to supervise road-building, to locate new settlers, and to provide lodging for them until they could build shanties for themselves. For this purpose a large log house, called by the imposing name of Government House, was erected. Here, incoming settlers could stay until their houses were ready or until the space was required by later arrivals. This was undoubtedly the first tourist home in Owen Sound.

Telfer was also expected to build houses and a church for the Indians in the neighbouring village of Neewash in order to

Anglican Church on hill where Archibald Hunter spent his first night in a deserted wigwam. Memorial cairn stands beside this church.



View of town and river from hill where cairn and Anglican Church stand, Durham.





Hunter's Hotel, Durham. Original stone hotel built by Archibald Hunter, 1854, on the Garafraxa Road.

encourage them to learn the ways of white men. This Indian village was later superseded by the village of Brooke which is now indistinguishable from that part of Owen Sound which has grown around the western shore. The story is that the Indians objected to Rankin making a survey on their side of the bay and for that reason the first survey of Owen Sound was made on the eastern shore where the greater part of the city was built.

When Owen Sound was still Sydenham it was very backward. It lost the Land Office to Durham in 1849, its post-office was twenty miles to the east at St. Vincent (now Meaford), and, what is now the very small neighbouring village of Leith was then a flourishing rival. But when Sydenham became the capital of Grey in 1852, it was evident the corner had been turned. Under the new name of Owen Sound the county town embarked on its prosperous career.

Owen Sound is now an important industrial centre and it boasts the finest harbour on Georgian Bay. The sound, which is twelve miles long and five miles wide at the mouth, is sheltered on both sides providing an admirable natural inlet for the harbour. The marshy land at the

mouth of the Sydenham River, which originally formed a bar across the harbour, was dredged in 1886, making it possible for the largest boats on the lakes to dock there. Freight and passenger boats make regular trips to Manitoulin Island and ports on Lake Superior. Grain from the West is brought by boat to Owen Sound, where it is stored in the large modern grain elevator on the waterfront for transshipment by rail to inland points.

All sorts of industries are found in Owen Sound, but conspicuous among the manufacturers' names is that of Harrison. The Harrison Brothers erected the first saw-mill, an early flour mill, and later, woollen mills. Even if Harrison industries should cease to exist, which is unlikely, the name will always be associated with Owen Sound because of the exceptionally fine park which bears that name.

Harrison Park is a large and beautiful wooded retreat through which flows the Sydenham River. Excellent picnic accommodation of all kinds is provided and space for tents and trailers.

At the other extreme of the city on the shore beyond Balmy Beach is a garden famed for its beauty. This is called "The Martins" after the birds which are encouraged to nest there, but it is probably better known as "The Butchart Gardens" being the Ontario counterpart of the more famous gardens near Victoria, British Columbia. The arrangement is formal, with lily ponds and flower beds facing the sound. The Butcharts are natives of Owen Sound so this is, so to speak, the parent Butchart garden.

With its admirable connections by road, rail and water to points north and west, Owen Sound is the gateway to romantic adventure—fishing in Tobermory, boat trips to Mackinac Island, holidaying on Manitoulin. And the Garafraxa Road, planned for the convenience of pioneer settlers, built by pioneer roadmakers, leads now, as it did in the past, to this entrance to the northern lakes, this terminal point on land—Owen Sound.



House on Garafraxa
Road built by Alexander
Cochrane, first mayor of
Durham.



One of Durham's fine
houses



Owen Sound har-
bour showing grain
elevator in the back-
ground.

Scene on Sydenham
River, Harrison Park,
Owen Sound



Tourist camp, Har-
rison Park



"The Martins",
looking out to the
bay from the But-
chart gardens,
Owen Sound.





Left:—Forget-me-not — Alaska

BY LAW — THIS BOUQUET

by THERESA EMILY THOMSON

FLOWERS connected with "dry-as-dust" legislation? Yes, most assuredly,— blossoms and foliage as well. All such statutes, however, are not dry-as-dust as the writer found when perusing the lyrical Act passed by the Territory of Alaska. In this document, which gave official recognition to the blue forget-me-not as the territorial emblem of Alaska, the "whereases" were all expressed in lines of poetry.

Western laws covering national, provincial or state emblems have apparently arisen out of an old European and Oriental custom. In the past, man's selection of a particular emblem has produced many strange relationships for these gifts of nature, be they delicately nurtured garden blooms or common-place flowers and plants of the field.

National flowers have, in certain countries, peculiar significance. They are symbolic of the characteristics or feelings of the people. In Egypt, India and Japan, for example, certain flowers have had their association with poetry, religious ceremonies or popular sentiment until gradually they have become universally recognized as the nation's symbol.

For reasons all too well understood, the British Isles are uppermost in our thoughts during these war-clouded days. A little time, therefore, might be spent in considering the emblems representative of the

component parts of Great Britain herself.

The rose of England dates back to the thirteenth century, when Edward I chose it in honour of his mother, who was known as the Rose of Provence. Two centuries later, Henry VII selected for his badge the Tudor rose — a double red bloom with a white centre. Chosen first — and surely a wise choice — as the symbol of love, it was not long before heraldic devices carried roses of England not only into the jousting tourneys in the days of chivalry but also into the battles of long and bloody internal wars.

Likewise, through the medium of war, the thistle of Scotland achieved its high distinction. In the early days when a Danish force invaded Scotland, the pain-forged cry of a barefoot soldier, in a night



Right:—Rose — England

attack, gave the alarm to the defending army; and the enemy was quickly driven off. The first blood shed in that long-ago battle dripped from a thistle wound in the unshod foot of an astonished foeman.

Turning from blossoms to foliage, we find the humble leek of Wales was also chosen for its service in war. When the Welsh leader Cadwallen was about to meet Edwin King of Northumbria in battle, his men were ordered to wear leeks in their helmets for the purpose of distinguishing them from the enemy soldiers. Victory for the Welsh resulted in the leek being selected as the national emblem of Wales.

Famous in music and story is the shamrock of Ireland. No doubt every one knows honour was conferred upon this little plant because of the help it rendered St. Patrick when he used it as a means whereby he might make clear to worshippers the mystery of the Trinity.

In telling the stories relative to national emblems of lands across the sea, it is only natural, because of its imperishable influence upon Canada, that we should turn to France. By lifting a corner and looking behind the curtain of the past, we find national distinction has long attached to the fleur-de-lis or iris of France because of the important part it played in all coronation ceremonies. As he was being carried amongst his people, the newly crowned king always held in his hand an iris to represent a sceptre.

Were it not for this article becoming unwieldy, interesting stories could be told in connection with the lotus flower of

Egypt and India, the chrysanthemum of Japan, the linden of Prussia and the amaranth of Sweden. Shameful splotches of innocent blood have, for the moment at least, blotted out the legend telling of the selection by Germany of its brightly coloured cornflower, the slender plant that mingles with, yet does not crowd, the poppies of our honoured dead in Flanders Fields.

And now to come home.

Our Canadian maple leaf — like the rose of England, the thistle of Scotland and the shamrock of Ireland — became established without official enactment or public proclamation. More than a century ago, however, it was regarded as symbolic of the Canadian peoples. This was indicated at a banquet of the Saint Jean-Baptiste Society held in Montreal on June 24, 1836. For that occasion, the banquet hall was profusely decorated with branches and leaves of the sugar maple; and the main speaker, Denis Benjamin Viger, spoke eloquently of the virtues of the maple tree. He praised its sturdiness in the forest, the substantial character of its wood for fuel and lumber, its great service to the pioneer in the annual harvest of syrup and sugar.

Nor did the Indians of this continent forget to honour it. They gave their great spirit Nanahboozhoo — not a spirit of one tribe only but of all the Indians and better known to us as Hiawatha — credit for having taught them to make syrup and sugar from the sap of the maple.

Leek — Wales



Fleur-de-lis or iris — France





Maple Leaf — Canada

The radiant glowing beauty of maples warming the landscape, when set alight by the autumn sun, has been calling and will continue to call devotees from far and near to worship. The quality of that worship has been indicated in Bliss Carmen's words:

"Then, lest the soul should not lift her eyes
From the gift to the Giver of Paradise
On the crown of a hill, for all to see,
God planted a scarlet maple tree."

Unfortunately, Canada's bouquet — by law — still lacks a number of blossoms; blossoms that would be indicative of the regions if not of the people. For instance, what about alpine flowers from British Columbia? Surely that far western province provides an extensive array from which selection might be made.

The wild rose—*Rosa acicularis* Lindl—became, by enactment in 1930, the floral emblem of the Province of Alberta. Incidentally, the wild rose is also the state flower of North Dakota, Iowa, New York and Georgia. Nor does one wonder why, after seeing miles of exquisite hedges covered with pale pink and deeper tinted blossoms, extending along the country roads and railways, distilling far and wide their delicate perfume, especially in the morning when diamonded with dew.

Clarence Clayton Charters describes this in his lines *To a Wild Rose*, the first verse of which reads:

"Each day beside the trail I've seen you growing,
Dear Rose, Alberta's floral emblem fair;
I've watched your precious bud as it unfolded,
And left such wondrous fragrance in the air."



Wild rose — *Rosa acicularis* Lindl — Alberta

Interest in a provincial floral emblem for Alberta was first awakened by a suggestion from the editor of an Edmonton newspaper and promptly the Women's Institute took the matter up, passing it on to the Department of Education. The actual choice of the wild rose was made by the school pupils of the province, though it is doubtful whether any of them knew it had already received homage from the Indians in the following legend.

Nanahboozhoo, the great spirit, was always ready to help those who came to him in trouble or with problems to be solved, even when they were those of the flower or animal kingdom.

Long ago, roses were the most abundant of flowers, but their smooth and fragrant bushes made such delicious eating that all browsing animals were constantly devouring not only the blossoms but also the bushes on which they grew. This would very soon result in extermination.

Things as we know them were vastly different then, and speech was not an attribute of man alone but was also given to the trees and flowers. Distressed over the danger of annihilation, many different species of roses met in council to see what could be done.

It was decided to send a deputation to Nanahboozhoo and implore his assistance.

It so happened they could not have come at a better time, for the great spirit had just recently become very much interested in his work as a gardener. All



Orange-red tiger lily—*Lilium philadelphicum* L. var. *andinum* (Nutt.) Ker. — Saskatchewan



Crocus — *Anemone patens*, L. — Manitoba

the things he had planted had grown well, and, in order to protect them from marauding animals, he had surrounded the garden with a hedge of rosebushes.

Then he departed on a short journey.

The deputation arrived on the morning of the day of his return, the day of his great indignation. He had come home to find that all sorts of animals had not only visited his abode, but they had eaten completely the lovely hedge and injured the garden of which he was so proud.

Having first learned the cause of his anger, the roses hastened before Nanahboozhoo and presented their petition for his assistance.

Nanahboozhoo listened, and, after consultation with the rose bushes, it was decided that in future their stalks and branches, right up to the beautiful flowers themselves, would be covered with small thorn-like prickles.

And now another blossom has been added to Canada's bouquet. After thirty-five years of provincehood, Saskatchewan has contributed the orange-red tiger lily—*Lilium philadelphicum* L. var. *andinum* (Nutt.) Ker. An Act designating the lily as floral emblem for that province was presented to the Legislature in March, 1941, following a suggestion made by the Natural History Society to a special art committee. The members of this committee were unanimous in their choice of the red lily, the wind-blown, sun-kissed flower that in the early summer glorifies Saskatchewan's far-reaching fields of green.

An excerpt from the Statute of Mani-

toba passed in 1902 which established its contribution to our bouquet, reads:

"That the flower botanically called the *Anemone patens*, L. and popularly known as the 'crocus' is most appropriate for said purpose."

As in the case of Alberta, Manitoba's floral emblem was chosen by the school children after interest in the matter had been aroused by the Provincial Horticultural Society. The pasque-flower, wind-flower or crocus—for it has many names—is also the state flower of South Dakota.

This crocus is largely distributed over the western prairie lands where it is one of the earliest spring flowers to gladden the earth. Its bluish-purple bud peeps forth from a silky silvery-green fringe and soon expands into a fairly large azure-blue blossom with a shade of white at the base of each pointed petal. A double row of golden stamens encircles the pistil in this species of anemone, which is more finely coloured than any of the eastern varieties.

Surely no flower was ever more eagerly watched for, appearing as it does in its furry covering even before the snow is all off the ground! The late Professor H. H. Gaetz of Alberta University once confided to a group of school children his almost overwhelming desire to reverentially kneel beside the pasque-flower and listen for its secrets of hope and courage.

As recently as 1937, Ontario contributed her floral emblem to our national bouquet. The *Trillium grandiflorum* (Michx.) Salisb., popularly known as the white trillium or wake-robin, was accepted by the Ontario

Horticultural Association, after it had been recommended by a committee of botanists. This committee canvassed the views of other horticultural societies in the province as well as the high schools and collegiate institutes.

The name wake-robin is claimed to have originated from the idea that the opening of this striking blossom "in a tiny three-leaved hood" had the effect of stirring the robins into new life.

The trillium, thriving as it does in woods over most of the Province of Ontario, responds well to cultivation, but must not be used as a cut flower because the bloom cannot be picked without taking with it all the foliage which is needed to develop the bulbous root for the following season's bloom. For the same reason, the white trillium should not be thoughtlessly gathered in the woods. It has not the protection afforded the red or maroon variety, which also follows the rule of three in petal, sepal and leaf. A few hours after being placed in a room, the red trillium gives off an unpleasant odour.

Arthur S. Bourinot takes the trillium for his subject in more than one poem. His lines call all and sundry to see this miracle of the spring:

"It's Trillium time, white Trillium time
They dance the woodland floor,
It's Trillium time, white Trillium time,
And summer's at the door."

The Province of Quebec has not as yet selected a floral emblem, though interested officials are quick to point out that their provincial coat of arms not only bears the fleur-de-lis, reminiscent of the French regime, but also displays three green maple leaves. Rumour has it that in the near future this coat of arms will be altered to include three golden fleurs-de-lis instead of the two blue ones appearing at present.

Agencies active in choosing the purple violet — *Viola palmata*, var. *cucullata* — as the provincial emblem of New Brunswick were the Women's Institute, the matter being discussed at meetings of different branches in the province, the Lieutenant Governor, Hon. Murray MacLaren,

who also took a keen interest in the selection, and the school children, whose overwhelming decision showed that this was at once the best-loved and most representative of provincial flora.

We congratulate them on the choice! This shy dainty flower is universally loved, and even in this day of gorgeousness—peonies, gladioli, asters and dahlias—a small bunch of violets still expresses the most tender sentiments.

Though Prince Edward Island has not, up to the present, selected a floral emblem, there is an interesting story connected with the two trees which appear on the Island's coat of arms. It dates way back to 1769 when St. John's Island was made a separate colony, which necessitated the granting of a seal.

George III wished to have on that seal a large oak representing the Mother Country, and in the shadow or protection of that large oak, a smaller one to represent the little colony. Sometimes this small oak is replaced by three little trees but this is not correct. The smaller oak should have a triple trunk representing the Island with its three counties, King's, Queen's and Prince.

As the great oak in a forest protects the little one in time of storm and danger, so the Mother Country protects her small colony of Prince Edward Island by which name St. John's Island is known to-day.

The time element in Nova Scotia's Act, proclaiming the trailing arbutus floral emblem of that province, is particularly noteworthy. The Act reads:

"Be it enacted by the Governor, Council and Assembly as follows:—

(1) The Trailing Arbutus (*Epigaea repens*, L.) commonly called or known as the Mayflower, is hereby declared to be, and from time immemorial to have been the emblem of Nova Scotia."

It is said that about 1900 or 1901 Massachusetts was going to adopt the trailing arbutus as its emblem and the then Attorney-General (Mr. Longley) of Nova Scotia had this Act passed, although the mayflower had for years been referred to as the floral emblem.

As far back as 1825 the trailing arbutus was highly regarded, when it was used in a decoration that appeared on the front page of *The Nova Scotian*. Thirty years later, it was associated with the rose, the thistle and the shamrock on postage stamps. Nor was this all. Even much farther back, when the Pilgrim Fathers, at the end of their first winter of great privation, saw the first flowers of the spring, they called them mayflowers after the historic ship that brought them to Plymouth Rock.

The Countess Byng of Vimy was amazed at the general lack of interest in our native flora. With the eye of the true gardener she found many rare and lovely flowers, and in her garden at Thorpe Hall, Essex, is a flourishing section devoted to her Canadian discoveries.

The delicate flowers of woodland and open glade still adorn the countryside more remote from urban centres. Thoughtless plucking of wildflowers leaves its dual scars on the landscape and in the mind. What flower heritage shall we pass on to the children of to-morrow? A concentration of effort in our schools with adult co-operation — a section of the home garden for the children's exclusive cultivation — would conserve this beauty for all time.

Photographs courtesy of National Museum of Canada, Kenneth McDonald & Sons, and Department of Mines and Resources. Maple leaf from *The Forest Trees of Ontario* by J. H. White, and leek from *How to Grow Vegetables* by Allen French.

Top:—White trillium—*Trillium grandiflorum* (Michx.)
Salisb. — Ontario

Centre:—Purple violet—*Viola palmata*, var. *cucullata*
— New Brunswick

Right:—Trailing arbutus — *Epigaea repens*, L. —
Nova Scotia



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As one of its major activities in carrying out its purpose, the Society publishes a monthly magazine, the Canadian Geographical Journal, which is devoted to every phase of geography—historical, physical and economic—first of Canada, then of the British Empire and of the other parts of the world in which Canada has special interest. It is the intention to publish articles in this magazine that will be popular in character, easily read, well illustrated and educational to the young, as well as informative to the adult.

The Canadian Geographical Journal will be sent to each member of the Society in good standing. Membership in the Society is open to any one interested in geographical matters. The annual fee for membership is three dollars in Canada.

The Society has no political or other sectional associations, and is responsible only to its members. All money received is used in producing the Canadian Geographical Journal and in carrying on such other activities for the advancement of geographical knowledge as funds of the Society may permit.

EDITOR'S NOTE-BOOK

Major C. P. Stacey, Historical Officer at the Canadian Headquarters in England, has made a special study of the relationship of military policy and operations to Canadian history. His previous contributions in the Journal "The New Canadian Corps" (July, 1941) and "Canadians at Spitsbergen" (August, 1942) — which received such signal recognition by the Canadian press — have both been republished in reprint booklet form to meet the demand for these illuminating documentary records. As an undergraduate at the University of Toronto, the author belonged to the Canadian Officers Training Corps, and also served in the ranks of No. 2 Signal Company, Canadian Corps of Signals, obtaining his commission in that unit in 1925. After being granted his B.A. by the University of Toronto, Major Stacey proceeded to Oxford University on a Parkin Scholarship, and while there, 1927-1929, he was attached to the Oxford University O.T.C. and attended camp and took part in Southern Command Training at Salisbury Plain with the 3rd Divisional Signals (Royal Corps of Signals). On receiving his B.A. (Oxon.) he was appointed to a fellowship in the Graduate School of Princeton University where, in 1931 and 1933, he was granted the degrees of A. M. and Ph. D. in history. Major Stacey was a member of the teaching staff of Princeton University from 1934 to 1940. His present office carries with it the important function of augmenting the historical records and war diaries of military units by obtaining historical information at first hand and preparing such material for the future use of the official historian of the Canadian forces overseas.

Ruth I. McKenzie, who makes her first appearance in the Journal with her articles "The Garafraxa Road", is the author of "Proletarian Literature in Canada" and "Race Prejudice and the Negro" which were published in the *Dalhousie Review*. Miss McKenzie regrets that she cannot claim the distinction of being a native of one of the towns along Garafraxa road. She is, however, descended from pioneer stock of Minto Township in Wellington County where she was born and spent her childhood. She attended high school at Elora and Harriston, the former town

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being a neighbour of Fergus, and the latter of Arthur and Mount Forest. A graduate of Queen's University, Kingston, Miss McKenzie is now a librarian on the staff of the Reference Division, Toronto Public Libraries.

Theresa Emily Thomson, who has written for us the refreshing and unusual article entitled "By Law — This Bouquet", first became interested in Floral Emblems upon reading the unique legislation establishing the forget-me-not as Territorial Emblem for Alaska. The queer anomaly by which delicate and fragrant flowers become linked with "dry-as-dust" legislation immediately caught her fancy, and so the search began for more and more "specimens" to add to her strange legal-botanical collection.

Born in Calgary, Alberta, Mrs. Thomson has for some time been connected with the Canadian Authors' Association. Six years ago, she came to Ottawa from her native province, where she had been in the employ of the Provincial Government.

(Continued on page X)



It's good to get back to
Old Friends

It's good to get back to

**BLACK
HORSE**

A large black and white photograph of an older man with a mustache, wearing a suit and tie, smiling and holding a tall glass of dark beer with a white head. To his left is a bottle of Black Horse Ale. The bottle has a label that reads "MADE IN CANADA", "BLACK HORSE ALE", and "DAVID BLACK HORSE BREWERY". The background is dark and moody.

CANADA'S FINEST ALE, BACKED BY FIVE GENERATIONS OF BREWING SKILL

(Continued from page VIII)

This writer has contributed nature material, etc., to various Canadian periodicals, and for more than three years has been literary secretary to the National President of the Canadian Authors' Association. As a result of such varied experience and training, Mrs. Thomson is admirably equipped to give us an article which is both authentic and charming.

AMONGST THE NEW BOOKS

Elements of Geography, Physical and Cultural, by VERNON C. FINCH and GLENN T. TREWARTH, Professors of Geography, University of Wisconsin (McGraw-Hill Book Company, New York, \$4.00).

Physical Elements of Geography, by the same authors and publisher, \$3.50.

These books have been prepared as text books in geography for college use, the second volume being a reprint of that section of the first which deals with the physical aspects of geography.

The teaching of geography, in common with many other subjects, appears to have experienced a revolution since the days not so long ago, when the memorization of the capitals of Europe, with a general idea of the outlines of their respective countries, was considered ample geographic equipment for the average student. We have now a new and larger conception of geography, which, in addition to treating the physical aspects of the subject, touches in one way or another on almost every phase of human activity, and which has led to a sharp differentiation in the angles from which various geographers approach their subject. We have the historical geographer, whose readers are hard put to it to decide what is geography and what is history, and who attributes, in general, the pattern of the long story of mankind to environment. Then we have the physical geographer, who is mainly interested in the land and its features and might be classed as a physiographer in all but name. Again, we have the type who lays the emphasis on climate and considers that the development of the race is, in the main, conditioned by climate and reaches its highest state under certain climatic conditions, which, of course, vary with the residence of the writer. Finally, we have the economic geographer, who is more economist than geographer and who builds a mountain of statistics on a very narrow geographical base.

The present writers have, in general, paid little attention to the historical aspects of geography, but rather have directed the mind of their students to the other aspects of the subject, with perhaps rather too much emphasis on climate — 223 pages as against 207 for the physiographical section. The section on Cultural Geography is extremely interesting, but naturally there is room for a wide variety of opinion as regards many of the subjects covered. As an example, the attempt (page 606) to indicate on a map the various degrees of "civilization"—the word is not defined in the text—throughout the world might be considered as unfortunate at the present time, since Germany, Italy and France are placed in the highest category, with Japan only slightly behind. Possibly the authors' views have been modified since a morning in Pearl Harbour,

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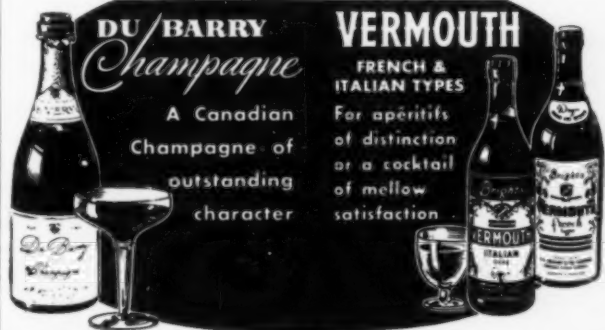
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X

(Continued from page X)

when some of this "high civilization" was displayed in one of its brusquer moods.

The books are well illustrated and include a multitude of excellent diagrams and maps and ten plates in a folder. Good bibliographies inserted at the end of each chapter and a comprehensive index are pleasing features. It is to be regretted that geography seems to be acquiring a vocabulary of its own, and the authors have, to the reviewer, an annoying habit of using words newly coined, to cover certain conditions, which are unlikely ever to be generally current in the language. The use of such words as *taiga* to describe the coniferous forest of the north, and of *sclerophyll* to define another type of woodland does nothing to further the clarity of the text or enhance the enjoyment of the reader.

In one respect, geography and physiography differ from most subjects, in that their text books are interesting to the general reader, and to him, as well as to the student, these books are heartily recommended. The authors are to be congratulated on their planning and handling of a difficult subject in a manner which is both interesting and pleasing.

P. E. PALMER

By Pan American Highway Through South America by HERBERT C. LANKS. D. Appleton-Century Company, New York. Ryerson Press, Toronto. \$6.00.

This is an account of a journey by motor car made by the author and a friend, from La Guaira on the Caribbean coast of Venezuela, across Columbia and Ecuador to the Pacific, south through Peru, Chile, with a side trip into Bolivia, and then through Argentina to Magallanes on the straits of Magellan, thence northerly through Argentina, Uruguay and Brazil to Rio de Janeiro, following throughout the route of the Pan American Highway. To us in Canada, who have not yet completed a trans-Canada highway, it is amazing that this entire journey with the exception of two ferry trips can now be made by motor car. One of these ferry trips at the long disputed Peruvian-Ecuadorian frontier involved a considerable river journey and an overnight voyage across the Gulf of Guayaquil; the other was only a crossing of the Plata between Buenos Aires and Uruguay. It is true that only a relatively small proportion of the 13,500-mile route can be classed as highway under North American standards, but the whole trip involved little more bad driving than would have been encountered in a trip from Ontario to the Maritime Provinces twenty-five years ago.

Mr. Lanks used an ordinary stock model of a popular priced car with a special body equipped for camping and accommodation for a battery of four cameras which were always loaded and ready for action. A complete collection of South American flags enabled him to fly on his car, the ensign of each country through which he passed and apparently the only item of tourist equipment overlooked was a "Guest of Peru" sticker for his windshield.

The book is really a route guide or log of the journey and describes in detail road conditions, hotel accommodation, the price of gasoline and all the items in which the motor tourist is primarily interested. Hotel accommodation, in general, was excellent and very moderate in price, and his descriptions of South American meals make comparison

with our road-side eating houses and hot dog stands no matter for self congratulation. The author camped in the open much of the time, and, surprisingly enough, had no trouble from mosquitoes, nor were the even more unsavoury types of insects, common to hotels and lodging houses the world over, in evidence throughout the trip. The route throughout covers some of the most amazing scenery in the world, ranging from the tropical jungles of sea level, to passes and mountain plateaux two or three miles in elevation, and wide pampas of Argentina, reminiscent of our own prairies.

In a world that is increasingly passport and custom house conscious, Mr. Lanks had little trouble passing from one country to another, and throughout his book emphasizes the courtesy that he received both from officials and in the day-to-day contacts on the road and in his wayside stopping places.

The author at times shows a preference for the thirty cent word — occasionally incorrectly used — when one of the five and ten Woolworth variety would have served his purpose. He also has a habit of making broad generalizations with regard to the characteristics of the countries and races which he encountered. These are, however, in keeping with the motorist's descriptions of his experiences on a trip, and are not out of line with the pattern of the book. Excellent photographs by the author are one of the most pleasing features of the book. To the highway minded they are delightful samples of the new countries and old races which will, we may hope, be accessible by motor to the post-war tourist in a not distant future.

P. E. PALMER

Ecological Crop Geography, by KARL H. W. KLAGES. (The Macmillan Company in Canada, Toronto, Ont., 1942. Pp. xviii + 615, 108 maps and charts. \$4.50).

An attempt to bring together in a single volume a knowledge of the various principles which determine the distribution patterns of crop plants, this book is intended to fill a need long felt by agronomists, economists, geographers and other workers.

Professor Klages divides his book into four major sections, in each of which a different approach to the subject is made.

Part I, entitled "The Social Environment of Crop Plants" relates the economic history of agriculture from its earliest primitive beginnings to its modern commercial, mechanized, and highly specialized phases. The inter-relation of crop and population distributions is also briefly dealt with, the author using freely many of the ideas of Bowman, Huntington, Taylor and other noted human geographers.

Part II, entitled "The Physiological Environment", is a rather general account of the interaction of the plant with the factors of its environment. Here Schimper's "ecological optimum" and Blackman's "limiting factors" provide the theoretical background for discussions of crop yield and variability, and plant adaptation.

Part III, "The Ecological Factors", is a more extended exposition of the principles of crop ecology. Here we find assembled a great deal of detailed information on the effects of moisture, temperature, light and wind upon the growth of crop plants. Included also, although rather reluctantly, accord-

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(Continued from page XI)

ing to the author's own admission, is a chapter on the classification of climates, containing complete sets of continental maps of both Köppen's and Thornthwaite's climatic regions. In the reviewer's opinion, this chapter adds greatly to the value of the book. The third section closes with an altogether too brief and sketchy chapter on soil factors.

Part IV, "The Geographical Distribution of Crop Plants" is much the longest section. A chapter is devoted to each of the principal groups of crop plants, such as the small grains, root crops, fibre crops, etc. Each crop in turn is discussed under various headings: commercial importance, history, climatic relations, soil relations and distribution. Maps showing world distribution are given for all the important crops, many of them compiled from the latest available data, thus adding greatly to the value of the book.

It is to be expected in a compilation of this sort that the subject matter cannot be treated throughout with a uniform degree of detail. Nevertheless, there are some surprising omissions; for instance, the highly important topic of drainage is hardly mentioned, while soil erosion is disposed of in less than three lines.

The book is to be commended as a pioneer in its field. The bibliographical lists are excellent and carefully chosen and there are both subject and author index lists. This volume will furnish the crop production expert with a key to much geographical literature, while to the geographer it will provide access to a great deal of technical agricultural information. It should attain wide use as a text and reference book.

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